GRUMMAN
planenews

A biweekly publication for Grumman employees

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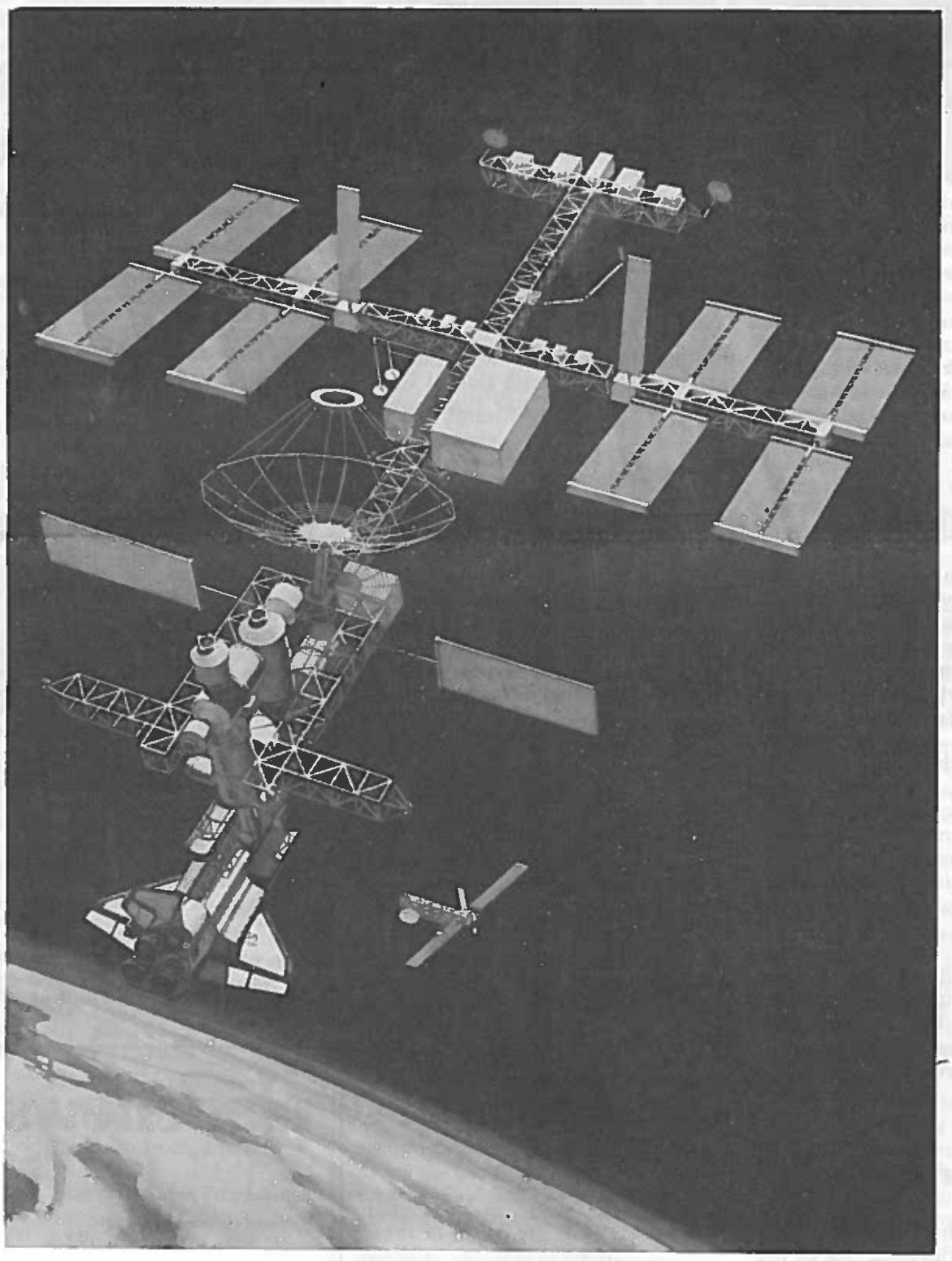

Winners in space. *NASA's reference configuration for the Manned Space Station, the Power Tower, is derived from a Grumman-developed concept bearing the same name. Grumman is on two teams of companies that recently won systems definition and preliminary design contracts for work on the Station.* *More on page 3.*

Trio named top idea men for '84

In 1984, Facility Engineering's Odd Sangesland, Robert Rabell, and Bernard Kohler combined forces and suggested a way that the company could save millions in fuel bill taxes. Other Project Sterling winners saluted at the annual awards dinner are listed on page 4.

Volunteers needed for campaign against illiteracy

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An invaluable tool: Value Engineering

-pg. 7

Still a bargain! Recreation drive kicks off April 1

-pg. 10

news briefs

Win composite award

Grumman recently won two awards from the Reinforced Plastics/ Composites Institute for the design and molding of a fuselage subcomponent for a future Navy VSTOL (very short takeoff and landing) aircraft.

The Institute, with headquarters in New York, is a division of the Society of the Plastics Industry, Inc. The Grumman fuselage subcomponent received one of 23 Product Awards of Excellence at the Institute's 40th annual conference in Atlanta. It won in the developmental awards category. It was also one of 16 Top Products selected in 10 categories.

The highest accolade, the Grand Design Award, went to the Singer Company for an all-composite sewing machine. This award is limited to products that are now already being manufactured.

The Grumman fuselage subcomponent is noteworthy since it is reportedly the largest unit of its kind (12 feet long by four feet wide by one and one-half feet deep) to be molded in a single autoclave operation. Its composite material also offers superior resistance to heat.

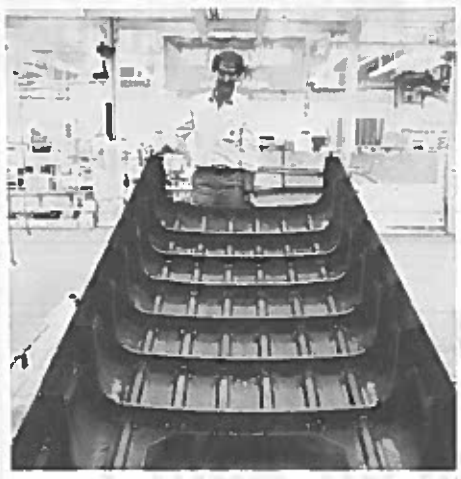
Mike Martin, project engineer for the fuselage subcomponent, points out that VSTOL designs call for extensive use of composites, due to their light weight and strength. For example, the Harrier VSTOL jet is made up of 28 percent composites. However, ordinary composite materials such as graphite epoxy don't offer high enough temperature resistance.

"The fuselage of a VSTOL plane is subject to very high temperatures at low altitudes," he explains. "During takeoffs and landings, a fountain of hot air is caused by the jet exhausts hitting the ground, then deflecting upwards."

The material chosen for the subcomponent, graphite bismaleimide, provides temperature resistance up to 350 degrees Fahrenheit, while graphite epoxy is only rated up to 260 degrees.

Molding was done in a welded aluminum, air-passage contour form in Plant 3-Molding, under the supervision of Forman Ed Brown. The unit was assembled in Plant 5-Prototype Shop, headed by John Dukarm. Hat section stiffeners were formed on removable machined teflon mandrels. The assembly also features an integral damage tolerant design. Weight of the finished piece is 115 pounds.

The fuselage subcomponent represents the latest in a series of efforts Grumman has pursued on the Navy's future VSTOL aircraft since 1980. The subcomponent will function as a test article for the Navy Air Development Center in Warminster, Pennsylvania. It was produced under an $850,000 NADC contract. That program as a whole consisted of material investigation, design, fabrication, and, presently, testing.



Winning entry. *Tool Design Engineer Glenn Pfaeffle checks out award winning VSTOL fuselage subcomponent.*

Using PCs at work

Grumman Data Systems Institute will sponsor a free seminar entitled "Personal Computers: Today's Business Tool" on Tuesday, April 2, from 7 to 9 p.m.

Industry experts will lead discussions on the latest trends in PC hardware and business-oriented software. Attendees will see different brands of personal computers and printers. They will also have an opportunity to participate in demonstrations and workshops on word processing, database management, and electronic spreadsheet software.

The seminar will be held at Grumman Data Systems Institute's Woodbury campus, 250 Crossways Park Drive — south of Jericho Turnpike and just east of the Seaford-Oyster Bay Expressway. Seating is by reservation. To reserve, call (516) 349-5106.

Need two days off?

An article in the February 8 issue of *Plane News* addressed one of the most pressing problems facing Grumman — a critical shortage of engineers. To help reduce that shortage, Grumman Aircraft Systems division is offering a new incentive to current employees.

Two bonus vacation days will be granted to employees who refer an engineer to Grumman. That person must subsequently be hired in a critical engineering skill and remain on board for at least six months.

Referrals will only be valid if they are directed through the Employment Department. Critical engineering skills include: flight test, integrated logistics support, research, engineering, and manufacturing.

There are restrictions, however. Those who will not be considered a bonus referral include: job shoppers, part-timers, co-op students currently working on Grumman premises, employment agency referrals, and new graduates from college. Referred engineers need to have a minimum of three years experience.

To refer an engineer to Grumman, bring or mail his or her resume to the Employment Office, mail station C07-GHQ. Include your name, plant, department, extension, and perm number.

The bonus program is effective throughout 1985. For further information, contact Renee Cox at Ext. (111) 59385, or Peter Portanova, Ext. (111) 50683.

Carpools

Lindenhurst to Bethpage: 8 am to 4:30 pm. I wish to join a car pool. Herb Baker, Ext. 52856 or 50693, Home # 957-9301.

Retiree obituaries

Catherine M. Knoll of 715 Sunshine Dr., Delray Beach, Florida, died December 2, 1984. She retired in 1978.

Donald H. Hartman of 112 Ocean Ave., Woodmere, N.Y., died January 3, 1985. He retired in 1977.

Miles E. Jacobson of W213 Tull Dr., Seaford, N.Y., died February 13, 1985. He retired in 1984.

George E. Andrews of 200 Sunrise Ave., Honesdale, Pennsylvania, died February 15, 1985. He retired in 1977.

Paul E. Courtemanche of 7 Kelsey Ave., Huntington Sta., N.Y., died February 20, 1985. He retired in 1976.

Peter G. Bernard of 152 Sullivan Ave., Farmingdale, N.Y. died February 20, 1985. He retired in 1976.

Lawrence C. Renton of 2556 Haff Ave., No. Bellmore, N.Y., died February 20, 1985. He retired in 1979.

John H. Cornell of Rt. 3, Box 146, Hendersonville, North Carolina, died February 21, 1985. He retired in 1970.

John Murray of 600-8-3A Pinehollow Rd., East Norwich, N.Y., died February 23, 1985. He retired in 1970.

Joseph Curatolo of 12 Elder Ave., Farmingdale, N.Y. died February 24, 1985. He retired in 1980.

John F. Westrich of 17 Paul Place, Roosevelt, N.Y., died February 26, 1985. He retired in 1963.

Henry D. Delaney of 12 San Marino Way, Pt. St. Lucie, Florida, died January 20, 1985. He retired in 1981.

Joseph F. Bolger of 4314 Alton Place NW, Washington, D.C., died January 21, 1985. He retired in 1967.

John Grimm of 488 Asbury Ridge, Shelton, Connecticut, died January 22, 1985. He retired in 1978.

Stanley G. Mehling of North Road, RD 2, Cambridge, N.Y., died January 23, 1985. He retired in 1971.

Wilbur VanNostrand of 23 Ithaca St., Lindenhurst, N.Y., died January 28, 1985. He retired in 1973.

Joseph Goldberg of 99 Randall Ave., Apt. 2L, Freeport, N.Y., died January 30, 1985. He retired in 1979.

George Katz of 50 Fox Hollow Rd., Woodbury, N.Y. died February 1, 1985. He retired in 1981.

Francis McCormick of 2485 Tonquin St., East Meadow, N.Y., died February 6, 1985. He retired in 1969.

Donald H. Whitlock of 25 Bardolier La., Bay Shore, N.Y., died February 7, 1985. He retired in 1976.

Bartley F. Loughran of 30 Meridian Ave., Kings Park, N.Y., died February 7, 1985. He retired in 1971.

Personals

The members of Raymond C. Fong's family wish to express their heartfelt appreciation to Grumman ESO and his Plant 5 co-workers for all of the kind words of sympathy, cards and flowers during their recent loss.

My family and I wish to express our sincere appreciation to my friends and coworkers at Grumman for their kind expressions of sympathy during the recent loss of my sister Marian. Jack Sullivan

The family of the late Frank Cava wishes to express its thanks to all the Grumman Retiree Club members and the Grumman group attending Mt. Manresa. The masses and kindness brought much comfort. Mrs. F. Cava

My daughter Marielena and myself would like to thank ESO and all my coworkers for their sincere expressions of sympathy on the passing of my wife Pat. Your genuine concern has helped us renew our strength at this difficult time. Tony Mazzella

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Editor
Kathleen Housley Ext. 53293

Associate Editors
Joe Pititto Ext. 55119
Robert Sample Ext. 55118

Editorial Assistant
Bernadette Gately Ext. 58999
Mail stop: C14-05

Grumman to play role in Space Station design

The National Aeronautics and Space Administration has awarded contracts for three of the four Space Station work packages — and Grumman will work on two of those.

Design work is divided into four packages, and 11 teams made bids. The contracts were awarded for systems definition and preliminary design on work packages 1, 3, and 4. Two teams received contracts for each package.

Grumman is on a winning team led by General Electric for work package 3, and a TRW-led team for package 4. The contracts begin April 15 and extend for 21 months.

Increased involvement

Dick Kline, Grumman's director of Space Station Programs, and Don Stein, program manager for the two work packages, view the recent awards as just the beginning of an ever-increasing Grumman role on the space program.

"We build the wings for the Orbiter and we're a subcontractor on the Shuttle Processing Contract at Kennedy Space Center and Vandenburg Air Force Base," Kline says. "We look at these study contracts as one more step toward getting Grumman back into the space business for good."

Adds Stein: "This is our opportunity to bring Grumman's great capabilities into the space arena once again."

NASA's plans for the Space Station to be operational by the mid-1990s. It will occupy a low earth orbit — about 300 miles high — at an inclination of 28.5 degrees to the equator. The Station will consist of multiple pressurized modules and a power supply of about 75 kilowatts, support a crew of six to eight people, and have two or more free-flying platforms.

Work package 3 encompasses the systems definition and preliminary design work of free-flying platforms, attached payloads, and science laboratory outfitting, and is valued at an estimated $10 million. The team will also plan for the service, maintenance, and repair of these elements, and do preliminary design work on the equipment and facilities required for servicing.

Grumman's role will mainly consist of three areas: control stations for both lab areas and exterior servicing bays; servicing and equipment; and thermal control systems for the various components of the work package.

Work package 3 is to be managed by NASA's Goddard Space Flight Center, Greenbelt, Maryland. A team headed by RCA Astro Electronics of Princeton, New Jersey, will work on an identical contract.

Power generation

The second winning team of which Grumman is part is led by TRW. This contract is for systems definition and preliminary design of the electrical power generation, conditioning, and storage systems.

As prime contractor, TRW will be responsible for the power system preliminary design. Grumman will design the supporting thermal control system. The primary source of electricity for the Space Station will probably be a solar cell array system, but the contractors are expected to evaluate other alternatives.

Managing work package 4 will be NASA's Lewis Research Center, Cleveland, and the dollar value will be approximately $6 million. A team headed by Rockwell's Rocketdyne division, Canoga Park, California, was the other winner of a contract for this package.

Another decision pending

NASA postponed its decision on the largest of the four packages, work package 2. This will encompass designing the Space Station's overall structure, interfaces with the Space Shuttle, a remote manipulator system, and other components. On this effort, Grumman is teamed with Rockwell International as its major subcontractor. Also on the Rockwell team are Harris and Sperry Corporations. NASA is expected to announce two winners in the middle of next month.

Work package 2 includes the station's structures and its attitude control, thermal control, communications and tracking, extravehicular activity, communications, and data management systems and living quarters. In its teaming arrangement with Rockwell, Grumman would be responsible for the living quarters, command and control station, extravehicular activity, and heat rejection systems.

The Rockwell/Grumman/Harris/Sperry team is competing against teams led by McDonnell Douglas and Lockheed. This contract is worth an estimated $27 million.

Teams headed by Boeing and Martin Marietta were named to work on work package 1, which includes a lab, a habitat module, and environmental control and propulsion systems. Grumman was on a third team led by General Dynamics in bidding for this package.

Although Grumman was on the losing team, there's no telling what the future may hold. The recent contracts are but the first of many. Dick Kline, Grumman's director of Space Station Programs, notes: "Grumman has built a good working relationship with General Dynamics on this effort, and we will continue that relationship whenever the opportunity arises for us to work together."

Grumman has a significant number of strengths in its bidding for space work. Last summer, NASA announced that it had chosen the Power Tower space station concept as its reference configuration for future R&D. The Power Tower is derived from a Grumman-developed concept bearing the same name.

Sections or modules would be attached to a boom-like structure resembling a radio-antenna tower. Large solar arrays for generating electricity would be attached to the opposite end — hence the term Power Tower. It is considered a starting point for the definition studies and is expected to undergo significant modification.

Spurring competition

Kline notes that the practice of awarding two identical systems definition/preliminary design contracts is fairly commonplace. "It's competitive, and it engenders more ideas. It's part of the American tradition of doing business. The government is likely to receive a better product, and there is an incentive for the contractor to keep costs down," he explains.

Conversely, dividing the Space Station contracts into four work packages is highly atypical. "This poses a big management challenge for NASA," Kline comments. "Yet by doing this, by taking a more dynamic role, NASA involves each of its development centers, and benefits by having a number of different contractors lend their skills to the job."

Initially, about a dozen Grummanites will be working on packages 3 and 4, a number that will increase dramatically if any hardware contracts are received. There will also be additional mockup work performed in the new facility between Plants 5 and 25, which is slated to open next month.

Man and machine. *This Grumman mockup depicts a control station for the labs and service bays of the Space Station. Grumman will do preliminary work on the stations as a GE subcontractor.*

Unit values

The following are the unit values for the Grumman employee investment plan as of January 31, 1985. These unit values are compared to December 31, 1984.

Equity Fund

2.706 up from 2.523

Fixed Income Fund

4.175 up from 4.076

Guaranteed Income Fund

1.957 up from 1.939

Company Stock Fund

28.50 up from 26.50

Project Sterling honors 1984 top suggesters

It was time for congratulations and well-earned rewards for Grumman's top suggesters of 1984 at the 19th annual Project Sterling Awards Dinner, held on Wednesday, March 13, at the Milleridge Cottage in Jericho.

Grumman's top money-saving suggesters were feted to a sumptuous stuffed lobster and prime ribs dinner for their cost-saving contributions to the company during 1984. The top 13 suggesters of the year and 54 "super savers" received Project Sterling awards which ranged from $250 to $1,500 — all tax free.

On hand to present the awards were Renso Caporali, President of Aircraft Systems, and Bob Myers, President of Corporate Services. Caporali noted that the Project Sterling Awards Dinner "represents one of the few chances that the company gets to thank and reward those individuals who have made that extra effort in contributing to Grumman."

Myers stated that he was "honored to be among so many conscientious and alert Grummanites. Everyone who is a part of Project Sterling has reason to be proud of the contribution that the program has consistently made — keeping Grumman in a viable and competitive position in the aerospace business."

The top award went to a threesome of: Odd Sangesland, thermodynamics engineer in the Equipment Thermal Design group; Robert Rabell, section head for Facilities Mechanical Engineering department; and the late Bernard F. Kohler, analyst for the Facilities Administration Business Office. The three split a top award of $1,500. (Kohler's share of the award will go to his widow.)

Team work. *The top idea men of 1984: Odd Sangesland (center L) and Robert Rabell (center R) are flanked by Renso Caporali (L), president of Aircraft Systems and Bob Myers (R), president of Corporate Services.*

Un-taxing idea

The group's cost-saving idea concerned the sales taxes that were being paid directly to the sellers on all fuel oil purchases regardless of the use of the oil, whether for heating or manufacturing purposes. Utilities such as oil, when used directly for manufacturing, are tax exempt.

The three determined the portion of the fuel oil that was being used for manufacturing and suggested paying the sales taxes due on the balance directly to the state, as was already being done for gas and electricity. The implementation of the idea resulted in an actual reduction being realized in Grumman's audited tax liability in 1983, and a first-year savings to the company of $399,899.45.

Added to their original award of $2,870 each, the cost conscious threesome received total individual rewards of $3,370, tax-free, for their top suggestion.

A way of life

Bob Bradshaw, Grumman Corporation vice president and secretary and host for the occasion, noted that April will mark the 20th anniversary of Project Sterling.

"Because of the fact that it has consistently more than paid for itself and its value as a motivational force, Project Sterling has over the years, become a Grumman way of life," he said. "Those individuals who participate in the Project Sterling Program are a 'special breed' of Grummanite. Their concern and active efforts to make our company more cost efficient and therefore stronger makes them extremely valuable assets."

Last year, over 2,700 employee suggestions were submitted. Cash awards for approved suggestions totalled $141,438 equalling first-year savings to the company of more than $6.8 million.

In addition to the grand award, there were four other levels of top suggesters who received prizes at the dinner:

$1,000 — Joseph Komp, leadworker in the Drop Hammer department. $750 — Donna Culleton, buyer in Central Purchasing.

$500 — John Durfee, electrician in Maintenance Rearrangement; Maurice Urrutia, equipment design engineer, Commun. Nav. & I.F.F.; Joseph Stissi, mechanic, Mechanical Details; Russell Bradford, machine operator-forming assembly, Boeing Final Assembly.

$250 — Raymond Bochicchio, senior assembler riveter, EF-111 Tear Down; Frank W. Thiery, Jr., senior milling machine operator, and Franz Winnes, leadworker, both in Conventional Machines; John Saggese, subcontract administrator, General Subcontracts; Daniel Callery, quality control planner, Corporate Quality Management and Administration; Leonard Zipp, leadworker, Stuart Facilities.

Top suggesters. *Grumman Corporation President George Skurla (L) offered his personal congratulations to the top suggesters of 1984. At the gathering in his office, Skurla told the group "You're the best of the best — keep up the good work." The top suggesters are: (L to R, seated) Rich Friedel, director — Administrative Operations; Joseph Komp; Donna Culleton; Odd Sangesland; Raymond Bochicchio; Maurice Urrutia; Leonard Zipp. (Rear) Joseph Stissi; Robert Rabell; John Durfee; Dan Callery; Franz Winnes; Steve Hofer, administrator — Motivational Programs.*

'Super Savers' saluted

The title of Super Savers was bestowed upon those individuals who contributed significantly to the Project Sterling Suggestion Program in 1984 in the area of high-cost savings for Grumman. The Super Savers received awards of $250 for their efforts. They include:

Jerry Ruggiero, analyst, and Frank Kost, coordinator, both in Material Management; John Schnurr, analyst, Material

Management; George Atwell, buyer, Central Purchasing; Henry Tufano, group leader, and Walter Fruth, section head, both ILS Equipment Management; Frank Collora, designer, Arthur Faraci, engineering specialist, and Robert Metz, Jr., engineer, all ILS Electronic Packaging; Gordon Cargill, group leader, GR Electrical Engineering, and George McGuigan, engineering specialist, ILS Electrical Engineering.

Carolyn Bregartner, programming aide, Engineering; Mary Contessa, tool stores attendant, Operations; Diana Starr, unit leader, Administrative Services; Hal Kaplan, subcontracts administration, Procurement; Henry Smerling, and Don J. Moore, both buyers in Procurement; Armand Festa, equipment operator, Transportation; Salvatore Brucato, group leader, Great River; Val Burt, supervisor, Material Management; Stanley Teisch, tech. specialist, ILS.

Douglas Shilling, planner, Material Management; Richard Benedict, leadworker, Calverton; Bernard Perkins, planner, Material Management; Frank Wulforst, analyst, ILS Pubs Control; James Comerford, engineer, ILS Equipment Tech Management; Bernard Healy. financial specialist, Business Management and Analysis; Michael Galgano, manager, Field Operations; Martin Ott, group leader, and Peter Chaldaris, engineer, both ILS Operations Support.

Robert Sorrentino, electronic manufacturing, Great River; Antonio Tenreiro, engineer, Flight Test; Raymond Micciche, computer systems analyst, Operations; Kay Lundy, inventory planner, Milledgeville; Cesidio Pietrometire, engineer, Configuration Data Management; Joseph Parisi, engineer, ILS System Concept; Anthony Rodolico, key worker, and Adam Carr, electrical assembler, both Great River; Joseph Amoroso and Robert Fodale, both Flight Test engineers.

Margaret Adesso, stockkeeper, Great River; Joseph Ryan; group leader, Great River; Alex Caramanica, group head, and Andrew Thide, analyst, both Engineering; Tony Rocchio, and Ronald Bogt, both Great River engineers; Glen Haponek, industrial engineer, Milledgeville; George McGuigan, engineer, and Lawrence Frank, group leader, both ILS; John Heermans, and Edward McDonald, both Pt. Mugu engineers; Gerald Dorsey, foreman, and Alexandro Conte, leadworker, Operations; Linda Krooss, unit leader, Engineering.

Plant 66 does it again. *Renso Caporali (R) , President of Grumman's Aircraft Systems Division, presented the Project Sterling Participation Cup to Tom Lahey (L), general manager of Milledgeville Operations. Plant 66 suggesters won the award for the second time in a row.*

Starting a dynasty in Ga.

They did it again. Grummanites at Milledgeville Operations (Ga.) won the Project Sterling Participation Cup for the second year in a row.

In presenting the cup to Plant 66 General Manager Tom Lahey, Renso Caporali, President-Aircraft Systems Division, quipped: "This represents the second year in a row that Milledgeville has received this award, and I have it on the highest authority that if they can manage it one more time they get to keep it." Lahey responded: "I promise you that we will keep this cup."

At the rate they've been submitting suggestions down there in Grumman's Georgia facility, Lahey may well be able to keep his promise. Milledgeville submitted 598 suggestions for cost savings to the Project Sterling Program, more than any other operational center at Grumman.

The Plant 66 participation rate for 1984 was an incredible 85 percent, significantly higher than the company average rate of approximately 15 percent. With numbers like that, it looks like they might be starting a Participation Cup dynasty in Georgia!

Vols are needed to battle illiteracy

It's been cited as a contributing factor to everything from high crime rates to unemployment to incompetence on the job. The problem: illiteracy.

Some surveys have demonstrated that 20 percent of Long Island adults are functionally illiterate — reading below the fifth-grade level. The New York State level for literacy is eighth grade.

To combat the troublesome problem of illiteracy, volunteer organizations in communities nationwide have been teaching adults how to read for almost two decades. More recently, corporations have joined the battle, eagerly encouraging employees and retirees to volunteer.

At Grumman, the effort began this past fall and is conducted through the Literacy Volunteers of Long Island, Inc., headquartered in Hempstead. Eighteen Grummanites are now full-fledged literacy volunteers, according to Sharon Grosser, manager of Community Support Programs for Grumman Corporation.

"Everyone who volunteered had never done it before, and with the exception of one volunteer who plans to go back to school, everyone plans to keep with the program," says Grosser.

To train even more Grummanites as tutors, Grumman will sponsor another round of training sessions. A start-up meeting will be held on Thursday, May 2, from 4:30 to 6 p.m. in the Grumman Headquarters third floor conference room. Representatives from Literacy Volunteers will explain just what tutoring entails.

Training begins on May 6 and continues twice a week, Monday and Thursday nights, until May 23. Classes will be held from 4:30 to 7:30 p.m. on those nights in the Grumman Headquarters training facility. This is located on the basement level of Pod 1 — the building addition that opened in October. A follow-up meeting will be held on June 17 at 5 p.m. at the Hempstead Public Library.

Grosser notes that an ordinary citizen who signs up to be a literacy volunteer on the outside must pay a nominal charge for the training materials — roughly $16 to $20. For Grummanites, the company picks up the tab. The only educational criteria for volunteers is a high school diploma.

There is usually some drop-off in numbers between those who sign up at the beginning and those who stick with the training to become full-fledged tutors. Last fall, 30 people turned up for the orientation, and 18 finished the course. Grosser attributes this to a number of factors, ranging from schedule conflicts to the fact that not everybody is cut out to be a literacy volunteer.

Need in Suffolk too

Even though the Nassau County chapter of the group is sponsoring the training program, Suffolk residents shouldn't shy away from volunteering. If they so desire, the Suffolk chapter will place Suffolk volunteers with students near their homes.

Like all types of volunteer work, being a reading tutor isn't to be taken lightly. The one-year commitment to one student is weighty — even if a person's heart is in the right place. This is a factor that Literacy Volunteers stresses at the orientation meeting. The teaching process also requires patience — it takes 35 to 40 hours of tutoring for reading scores to improve one grade level.

Anyone interested is invited to fill out the adjacent coupon. For further details, call Sharon Grosser at Ext. (111) 53254.

I want to volunteer

I am interested in becoming a literacy volunteer. Please send me additional information and an application form.

Name. . . . . .

Address. . . . . .

Phone . . . . . .

Mail Stop & Extension (active employees)

Mail to: Sharon Grosser, A27-GHQ

work

It's one third of your day for probably 45 years of your life. You love it, hate it, can't wait for Mondays, or just live for Fridays. It gives meaning to your life, or maybe it's just a way to keep food in your stomach and clothes on your back.

Whatever work means to you, it's definitely part of the way you define your place in the world.

In the latest in a series of interviews in which Grummanites talk about work, Jerry McLearen, a manufacturing engineer at Plant 56 in Glen Arm, Maryland, talks about his job.

"When I graduated from high school in Virginia, I answered an ad for a job that offered on-the-job training with a company called Automation Industries in Sterling, Virginia. It seemed like a great opportunity to jump into the aerospace business and learn a good trade. In fact, I applied with my twin brother at the plant. As it turned out, I got the job and he didn't — I don't know why, but that's just the way it happened.

I started working for Automation Industries in the conventional milling area doing prepping work, blueprint reading, some basic layout and other fundamentals. It was essentially a hands-on apprenticeship period for me. I learned while I worked.

For a guy coming straight out of high school whose only other work experience had been pumping gas at the local station, this seemed like a great job. What it was, in fact, was a great opportunity and the beginning of a career.

After being with Automation Industry for only six months the operation was purchased by Grumman and became Plant 58. At the time we were manufacturing Grumman parts as a subcontractor so the change-over was mainly in office personnel. The work assignments and shop people stayed pretty much the same except that we started getting more and bigger jobs.

'The opportunities available for me professionally in Glen Arm were carefully outlined.'

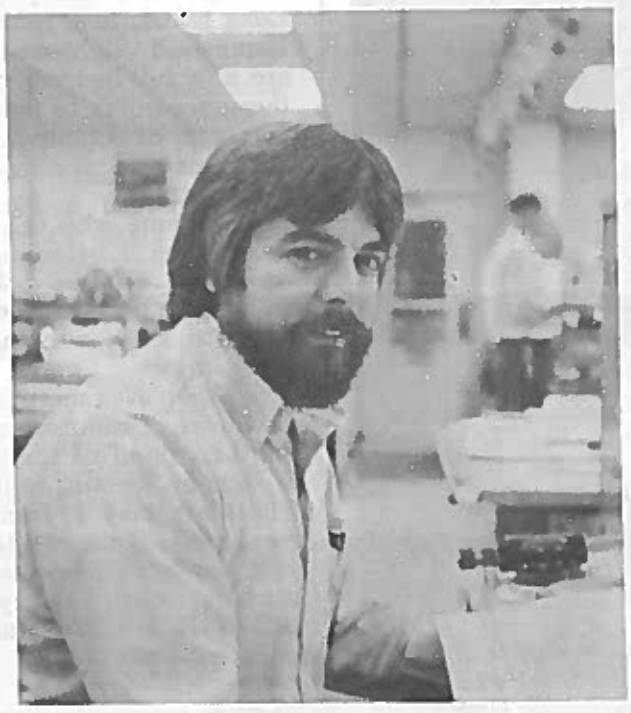
I'd worked as a Grumman employee in Plant 58 for 10 years from 1968 to 1978 when the milling operations were consolidated into the one plant in Glen Arm, Maryland. Having been born and raised in Virginia and after working there for 10 years I was a little reluctant to uproot my family and myself and move to Maryland. I was offered the opportunity to make the move with Grumman to Plant 56 however and I was given a tour of the beautiful countryside around Glen Arm to sell the 'country boy' in me and they told me about the plans to expand and upgrade the facilities in Plant 56.

The opportunities that would be available for me professionally in Glen Arm were also carefully outlined. The result was my wife and I came down here to look for a place to live. It was a move that I was wary to make at the time, but now with perfect twenty-twenty hindsight I realize that it was the right thing to do.

I continued at Plant 58 in the machine shop in the conventional mill area doing detailed milling of finished parts. Then I did a six month tour in Quality Control as an inspector. That is what really opened my eyes to a lot more of what went into the milling operations. I learned layout and got an idea of troubleshooting within the system.

The way that I got into manufacturing engineering is a little less auspicious. What happened was that I went down to play a softball game that we were holding between what was then the Plant 58 staff in Sterling and Plant 56 in Glen Arm. It was a good-natured rivalry and it was a lot of fun, even though we lost the game. But I managed to break my leg during the game and had to have it set and reset several times.

What that meant was that I couldn't go into the shop area on crutches and a cast. So they moved me, temporarily, into the Methods and Production Control area. I was assigned the task of checking out the tooling packages sent down from Bethpage and scheduling the reworking of fixtures and tool parts. After I did that for about four or five months Mr. Otterstedt, our plant manager, and Bob Valente, the Production Manager, asked me if I would like to go into Methods Operations on a permanent basis. Once again I was learning on the job. I started by doing some descriptive writing and drawing for the machining processes on a trial basis and after a while it began to click.



Jerry McLearen

Once I began to learn the manufacturing engineering end, I was in a very good position to troubleshoot problems on the shop floor having spent most of my work career there already. It was easy for me to relate the problems in the shop back to the engineering end of the process. What happened was that I was learning manufacturing engineering faster on the job than I could have in classes, because I was actually doing it, and that learning process is still continuing today.

The most exciting thing about my position now is that I am in on the ground floor of many new engineering developments and I can see where they will readily translate to an easier and more efficient job on the shop floor. Today we are seeing computerized cutter compensation which extends the life of the tools; adaptive control units being placed on the machines that enable a programmer to put in higher feed rates that save time and actually enhance accuracy. And there are a lot of other new improvements that are being put in place every day. It is really exciting to be part of what our plant manager John Otterstedt refers to as 'technological evolution' here at Glen Arm.

What it's meant to me so far is some very long hours. But I really don't mind, because I'm very busy and I'm learning something new all the time.

'It's really exciting to be part of a technological evolution here in Plant 56.'

I've been with Grumman for 16 years now and one of the things that I really appreciate about the company is the way that it gets involved in the community. I live in York County just across the Maryland-Pennsylvania border. I was recently elected president of my volunteer fire department company. Grumman helped my fire department to develop a suction adapter that enables us to pump water out of a basement after a fire has been doused. We can now remove water down to a level where mopping can finish the job. Previously we would have to leave as much as a foot or more of water in a basement after a fire. The company also helped us develop a "low profile" strainer that helps us to pull clean water from ponds and lakes where we get much of our water for fighting fires in this area.

In both my career and my community activities, Grumman has helped me to progress and learn and really get somewhere — and that's a really good feeling.

Space buffs needed

The Grumman Retiree Club chapter near Kennedy Space Center in Florida is looking for space buffs. The Florida-based chapter is searching for fellow retirees who are interested in restoring NASA-owned space artifacts.

The retirees handiwork will be displayed in the Kennedy Space Center's "Spaceport USA" visitor's center. A new $500,000 LM exhibit is now being designed.

Interested? If you are a Grumman retiree living in the Spacecoast area, drop a line to Arnold Brandt, 875 Koloa Dr., Merritt Island, Fl. 32953. Or, you can call Arnold at his home, 452-4429.

NASA will provide a facility at Spaceport USA in which the restorations can be made. It will also provide power tools required to do the work. The activity would take place one day a week. Depending on the level of interest, additional restoration teams will be established.

Value Engineering: dollar- wise defense

Have you got any irresistible ideas? Noteworthy notions? Super suggestions? Grummanites who devote a lot of brainpower to ways of reducing costs should be aware of a new program at the company called Value Engineering.

Value engineering is a discipline that has come into its own at both government contractors and other manufacturing firms. The thrust is to always provide the customer with the best possible value for the dollar. The Society of American Value Engineers (SAVE) says the method can reduce costs by 30 to 50 percent without adversely affecting the product. In fact, in most cases, the product or service is improved through value engineering.

Costs at a premium

With the cost of U.S. defenses at a premium, the defense branches are particularly attuned to the need to obtain value engineered products. Navy and Air Force rules now stipulate that in any contract worth over $100,000, the contractor must report value engineering efforts back to the customer.

The Department of Defense is reemphasizing value engineering. At Grumman, the Value Engineering project is a rebirth of a program that was in place about a decade ago. The project was started up again in January at the behest of Vice Admiral James Busey, Commander of Naval Air Systems Command.

"Continuing budget constraints and expanding fleet requirements make it imperative that we exploit every opportunity for cost savings in procuring our weapon systems," Busey stated. His memorandum set value engineering cost reduction goals for all Navy aircraft. The overall goal is a savings of $89 million in Fiscal Year 1985.

Beneficial changes

"Value engineering includes any changes that will benefit the Navy, either during the production phase or in the fleet," says Bill Wollman, value engineering specialist. "All the programs at Grumman are now participating — and they're doing a nice job."

Wollman holds up a list of 37 value engineering change proposals made by Grummanites since January. Proposals undergo detailed scrutiny at Grumman *before* being submitted to the Navy — by Engineering, Program Management, Corporate Estimating, and Contracts.

Therefore, he predicts that most suggestions will merit the Navy's okay. Cdr. Busey's directive to Navy staff personnel calls for an approval process of no more than 45 days, after which approved changes will be implemented by Engineering.

Sometimes a great notion. *Bill Wollman (R), Value Engineering specialist, shows Liaison Engineer Art Morgan the titanium doubler that an F-14 engineering change proposal would eliminate.*

Wollman adds that besides involving all production Grumman aircraft, the Navy has established goals for A-6 and F-14 modification programs.

Two good examples of value engineering changes are pending proposals for bulkhead stations 533 and 569 on the F-14. The two bulkheads are eventually joined together by skins in latter phases of production.

Presently, titanium doublers are installed onto each of the bulkheads to provide additional structural strength. The proposed change would increase the flange thickness of the bulkheads, eliminating the need for the doublers. The change would cut costs significantly, since titanium is expensive, scarce, difficult to machine, and requires numerous processing steps.

Added incentive

The Navy is providing an attractive incentive toward meeting its value engineering goals — it plans to share the cost savings 50/50 with the contractor over a period of three fiscal years. The Navy has also budgeted "set-asides" into the value engineering effort — money for engineering, tooling, and other assistance to contractors in getting a program or a particular solution rolling.

There's an incentive for individuals to put on their thinking caps, too. "Any ideas that are submitted to Value Engineering can also be submitted as Project Sterlings," Wollman notes. In Project Sterling, the employee suggester receives a monetary award based on the amount of cost savings produced by his or her idea.

Likewise, Wollman encourages all Project Sterling suggesters to weigh whether their ideas are eligible for Value Engineering. The company might qualify for a slice of the additional savings to be realized by the Navy.

"We're working with the Motivational Programs office to share our information," Wollman says. "We want to make sure both the employee and the company get credit where credit is due."

Any Grummanite at any site that works on Navy aircraft is eligible to participate in the Value Engineering program. Subcontractors are also being encouraged to come up with ideas. "They could well be building big assemblies for our planes," notes Wollman. "It's just as important that they submit ideas as the Grumman shops and Grumman engineers."

So, submit your cost savings ideas. These can be totally new, or changes that are already in the works. When analyzed, the latter often are shown to result in value engineering cost savings. For more details, contact Bill Wollman at Ext. (111) 51986, mailstop E01-31T.

Grumman delivers third Shuttle Training Aircraft

After only two test flights, Shuttle Training Aircraft number three (STA-3) was delivered to NASA on Tuesday, March 3. NASA officials signed the ownership papers at 11:15 a.m. and the airplane winged its way to NASA's facilities at Ellington Air Force Base in Houston, Texas. The flight took a scant two hours and 30 minutes.

"We delivered the STA to Houston without a single discrepancy. NASA only needed two test flights to accept it — that's the sign of a very good job and a very clean airplane," stated Bill Getzlinger, STA Program Manager.

The aircraft was piloted by NASA's STA project pilot Ken Baker, assisted by NASA flight engineer Larry LaRose. Baker and LaRose were also manning the controls for the two test flights of the aircraft — one from Bethpage to Calverton on Thursday, March 7, and the second from Calverton on Monday, March 11.

During testing the aircraft was taken to an altitude of 42,000 feet and flew at a top speed of 325 knots (about 374 mph.). The crew conducted maneuvers designed to check out control systems and engines related to high-altitude operations.

NASA uses the converted twin-engine executive jet to simulate the Shuttle's handling characteristics and flight trajectory for approach-and-landing during training of Shuttle pilots.

Each STA approach-and-landing training follows a re-entry flight envelope identical to that of the Shuttle. Flying with the STA's main landing gear down and its engine thrust reversers deployed simulates the Shuttle's aerodynamic drag along its landing glide path.

Neil B. Klaskin, Funct. & Proj. Admin. (35)
Trifon Prasinos, Sys. Dev. & Integ. Mgt. (35)
Thomas E. Miller, Mfg. Sch. (40)
Robert J. Wizemann, ILS Rf/Servo./ Elect. Eng. (40)
Raymond T. Phillips, ILS Mech. Eng. Mgt. (40)
Donald F. McAdams, ILS Comm. Cont. (40)
Robert T. Greiner, ILS Resource Cont. (40)
William J. Mintz, ILS Tech. Serv. (40)
Mario D. Greco, ILS Auto. Test Equip. Eng. (40)
Vivian T. Dooley, Cust. Sup. Rqmts. Mgt. (40)
Patrick J. Bonasia, Elect. Countmeas. (40)
Joseph J. Schimmel, Dig. Tech. (40)
Sebastian R. Pangallo, Stab. & Cont. Equip. (40)
Leroy J. Newman, Supt. Sys. (40)
Neil A. Scioscia, Eng. Dev. Mgt. (43)
Isaiah Scott Jr., Avion. Instl. (43)
Saul Breiman, Avion. Instl. (43)
Pasquale Patalano, GSE Sch. (43)
Alexander R. DeBello, Resource (43)
Anthony C. Perre, Prog. Mgt. (43)
Rino A. Dalcol, Insp. Mech (43)
Herman Reichel, ILS Training Sys. (47)
John P. McQuillen, Prog. Cont. (47)
Edward R. Blankenhorn Jr., Prog. Plan. Cntrl. & Budg. (47)
Dennis W. Wiederkehr, Maint. (56)
Michael L. Salvador, Proj Coord. (66)
Lloyd C. Proctor, Boeing Final Assy. (77)
Donald P. Johnson, Base Mgt. (88)
Earl E. Thompson, Eng. (88)
James L. Ashman, Support (88)
Gerald R. Michael, Info. Res. Mgt. (105)
Frank A. Pullo, ILS Dig. Eng. (106)
Allan M. Timko, ILS Site. Rqmts. (106)
Arthur Faraci, ILS Site. Reqmts. (106)
William C. Dacier, ILS Auto Test Equip. Eng. (106)
Albert F. Eith, Bus. Ops. (106)
Anthony J. Barile, ILS Mech. Eng. Mgt. (110)
Walter C. Schroeder, ILS Site Rqmts. (110)
John J. Kennedy, ILS Equip. Des. Eng. (110)
Martin C. Stettler, Guid. & Cont. (274)
Lillian P. DuBois, Grumman Corp.
William J. James, Grumman Int'l.

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Sergey Koshutko, Conv. Mach. (3)
May L. Lyons, Assy. (3)
Richard J. Hunter (Mfg. Bus. Mgt.) (25)
Edward Born, Pricing & Anal. (30)
Marie A. Kane, Personnel Lia. (35)
Rosaria Cenchitz, Elect. Cable Fab. (43)
Richard A. Hoek, Prod. Rel & Anal. (43)
Patrick W. Quinn, Mgmt. & Staff (56)
Glenn A. Miller, Qual. Cont. (88)
Beverly B. Hutchins, Time Card Cont. (111)
Joseph A. O'Toole, Struct. Des. (272)

The annual shareholder's meeting takes place next month on April 18 in Plant 4.

people

Successful design

For a number of years, the North Bellport area of Long Island has been plagued by foreclosed, abandoned houses. At the same time, housing on Long Island has become tough to find and more expensive than ever, leaving many low-income families literally out in the cold.

A civic group in Bellport is attempting to improve that situation, and one of its volunteers is Paul Andrisani, supervisor of Facilities Planning at Great River operations.

The group, the Bellport/ Hagerman/East Patchogue Alliance, works with the Town of Brookhaven Housing department on the project. With some Federal assistance, houses are rehabilitated, then rented to needy families at a nonprofit rate.

Andrisani, who has been a volunteer since last May, spends two

Paul Andrisani

hours each Friday evening working on the houses with three other people. Since he joined up, three homes have been completed and are now occupied by families. The four volunteers recently started working on a fourth.

"I like residential design, and do a little bit on my own," says Andrisani, who is studying for an architect's license. "So I thought it would be a good place to do volunteer work."

Even though the houses were built in the mid- '50s, rehabilitating them was a lengthy process, since they had been heavily vandalized. "The houses were in very bad shape," he says. "The interiors were mostly gutted, and the exterior walls were pretty bad. We basically salvaged just the structures."

The work involves removing old siding, putting up new insulation and siding, refurbishing interiors, ventilating attics, and usually, totally replacing the heating, plumbing, and electrical systems.

In addition to the two hours' work he puts in on Fridays, Andrisani devotes some of his spare time to design work on the houses. He has also taught a course in construction techniques sponsored by the Alliance. The thrust of the course is to train other area residents to do the same kind of work.

In a recent letter to Grumman, Brookhaven Town Commissioner Edward Romaine stated, "His efforts have helped this community in its fight to stabilize itself, and to increase the amount of affordable housing available to low-income individuals. . .It is very gratifying to see a volunteer from your corporation work with the town to help resolve local community problems."

Take a bow, Bill

Grumman Technical Services' first Employee of the Year is William Woznicki, product support manager in the Logistics Department.

Woznicki received his award at the "Top Management Night," sponsored recently by the GTS National Management Association and held at the Holiday Inn, Cocoa Beach, Florida. GTS President Fred Haise presented Woznicki with $250, a plaque, complimentary weekend for two, and Grumman pen-and-pencil set in recognition of his numerous contributions to the Launch Processing System.

In Logistics, Woznicki's responsibilities include development and implementation of computer programs. These provide visibility of program status and highlight potential problem areas for management and LPS personnel requesting procurement of hardware.

Included are analysis and management of all Secure Communication and Orbital Flight Simulator (OFS)

Way to go, Bill. *Grumman Technical Services Division President presents Bill Woznicki (L) with the division's first 'Employee of the Year' award.*

space line replaceable units, secure replaceable units, and piece parts; and Logistics Engineering support to Data Management for magnetic tape certification.

Woznicki was Operations Support Employee of the Month for December, 1984. His supervisor is Ed Heiner.

New assignments

The following Grummanites recently received new assignments:

CONFIGURATION/DATA MGMT: George Bonnici, assistant manager, A-6E Upgrade Program, Plant 40; Steven Damiani, group leader, Computer Systems. Plant 9.

ENGINEERING: Alfred Cimino, project engineer, Systems/Software, EF-111 EW Development. Plant 40; Mario Obertis, operations project engineer, A-6E Upgrade Program, Plant 40; William Rigby, operations project engineer, Development & Production Engineering, Plant 1; James Whelan, section head, Operations and Resources, Plant 35; Rich Capria, project engineer, A-6E(U) Software Design, Plant 40; Joel Bernstein, project leader, E-2 Avionics Design, Plant 25.

TECHNICAL OPERATIONS: Jack Kellman, project engineer, Integrated Logistics Support, Plant 1.

INFORMATION RESOURCE MANAGEMENT: Don Gibson, project manager, Material Master File System, Plant 105.

GRUMMAN TECHNICAL SERVICES (TITUSVILLE, FLA.): Mike McGuirk, manager for FR1, FR2, SAIL and RPS, Operations and Maintenance responsibility; Bill Wright, manager for CR3, CR4 and SRPS with total Operations and Maintenance responsibility; Mike Scarborough, shift supervisor; Cara Parsons, shift supervisor; Charner Skagseth, shift supervisor; Jackie Patten, shift supervisor; Richard Riehl, shift supervisor; Theodore Wilson, shift supervisor.

obituaries

HORACE SNELL, Maintenance Department, Plant 1, died February 17 at the age of 51. He had been with the company since 1967 and resided at 3341 Great Neck Rd., Amityville, N.Y.

LAWRENCE C. FRANK, ILS Auto. Circuit Analysis, Plant 35, died February 23 at the age of 46. He had been with the company since 1963 and resided at 212 Hampton Road East, Lindenhurst, N.Y.

RICHARD M. KNOLL, Jigs and Fixtures, Plant 2, died January 24 at the age of 63. He had been with the company since 1948 and resided at 33 Mountain Ave., Bayville, N.Y.

DONALD CASEY, Project Management, Plant 35, died February 22 at the age of 57. He had been with the company since 1958 and resided at 72 Bayview Ave., Northport, N.Y.

GEORGE GALLEY, Machine Parts/Material, Plant 30, died March 1 at the age of 60. He had been with the company since 1963 and resided at 8 Pinecone La., Westbury, N.Y.

J.F. Dannenhoffer

P. Comitz

J.L. DiMaggio

E.A. Rainey

S. Hokhold, Jr.

F.C. Hanifin

M.L. Mignone

W.J. Poit, Jr.

G.H. Greenhalgh

service milestones

R.M. Rose

K. Christ

V.C. Watral

H.R. Holler

35

Kenneth D. Beckendorf, Market. Plan. (5)

George H. Greenhalgh, Mach. Parts/Matl. (30)
Roderick M. Rose, Guid. & Cont. Sys. (35)
Karl Christ, Mfg. Sch. (40)
Valentine C. Watral, Prog. Eng. Mgt. (40)
Herbert R. Holler, Eng. (88)
Frank J. Murphy, Prog. Cont. (88)
Gene A. Morrison, St. Augustine (265)
Howard J. Dunn Jr., V.P. Audit, Grumman Corp.

30

Donald A. Stephen, Maint. (1)
Walter E. Smith, Jig. Det. & Sub-Assy. (2)
Thomas McDermott, Jig. Det. & Sub-Assy. (2)
Rufus E. Daniels Jr., Trans. Ops. (4)
Robert V. Clare, Inst. Mgmt. (5)
William R. Herling, Sys. Test (5)
William J. Giesler, Wt. Optim & Tech. Dev. (5)
Eugene A. Gerstner, Instr. Test (6)
Miles C. Jones, A6/EA-6B Join./Str. (6)
Charles P. Coulter, Aircraft Prog. (7)
William J. Lent, Structures (7)
Angelo Varisco, Struct. Des. (9)
Henry Lajoie, Maint. (12)
Salvatore J. Cioffi, Warehouse (21)
Edward C. Cohen, Veh. Struct. Anal. (25)
Jack J. Petralia, Sys. Dev. & Integ. Proj. Mgr. (25)
Grace R. Wagnell, FAC Admin. (30)
Murray Bernstein, Loads & Dyn. (35)
Richard W. Woessner, Manpwr. & Budgets (35)
John E. Rinde, Prog. Mgmt. (43)
Paul Grgas, ILS Mech. Equip. Eng. (106)
Mildred Stanonis, Grumman Corp.

25

William Manos, Struct. Des. (1)
John F. Dannenhoffer, Nav. & Cont. Equip. Des. (5)
Paul Comitz, Software Supt. (5)
Joel L. DiMaggio, Marketing (5)
Jerry DiMiceli Jr., ILS Comm. Cont. (7)
Ernest A. Rainey, Comp. Des. (7)
Stephen Hokhold Jr., Avion. Sys. Test (7)
Frances C. Hanifin, Software Appl. (14)
Michael L. Mignone, Warehouse (21)
Felice A. Inserro, ILS Dig. TPS Eng. (25)
William J. Poit Jr., Research (26)

20

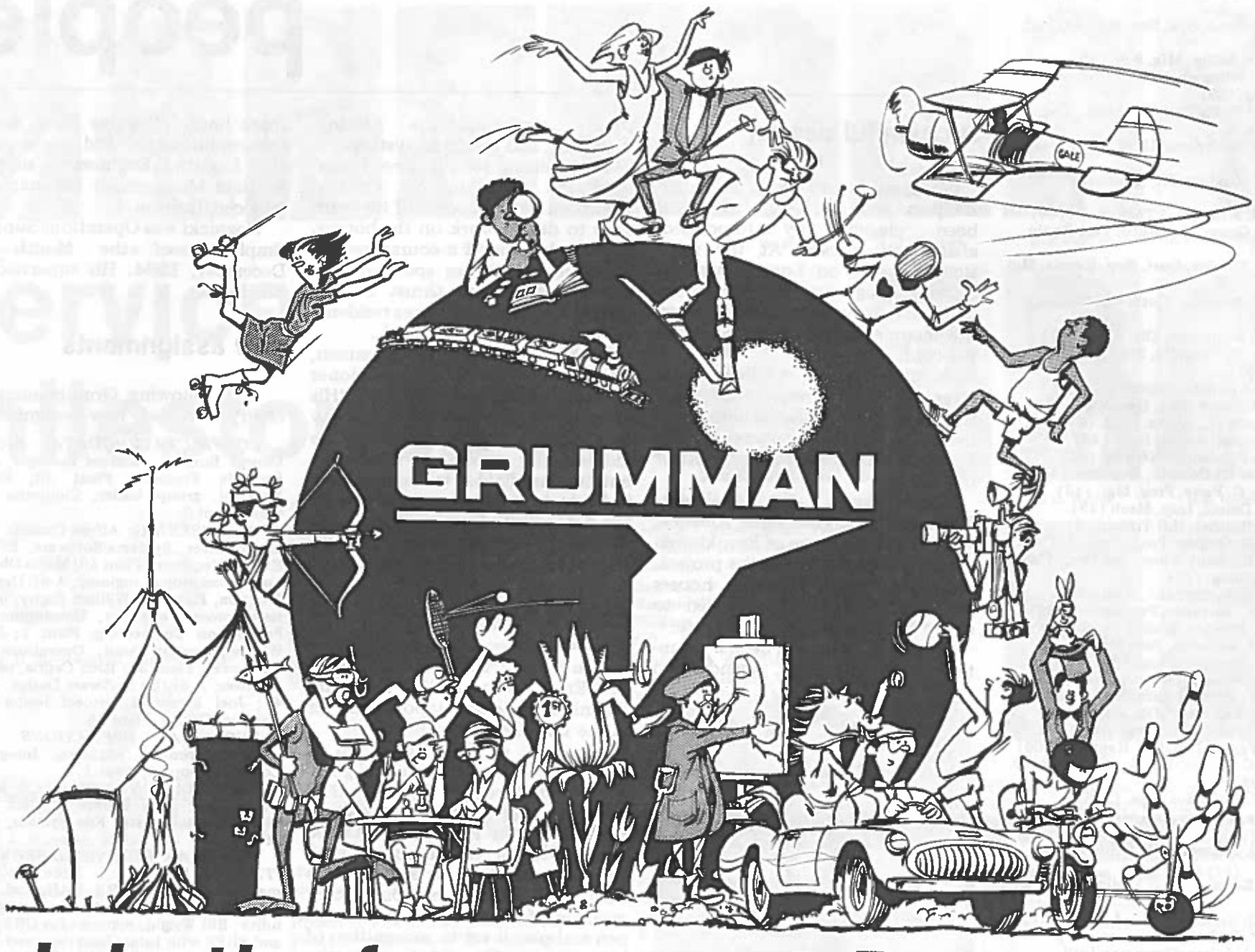
Henry O. Pollard, Fus. Join. (1)
Siegfried A. Goetz, Mfg. Est. Adv. Proj. (1)
Robert E. Filete, Assy. Methods (1)
Frank S. Galluccio, Mfg. Prog. Mgt. (1)
Paul M. Cesare, ILS Dig. TPS Eng. (1)
Robert A. Nicholas, ILS Dig. TPS Eng. (1)
Eugene A. Allegro, ILS Sys. Concepts (1)
Thomas J. Carroll, ILS Elect. Pkg. (1)
Martin P. Miller, ILS Equip. Des. Eng. (1)
Rosemarie C. Hoeler, Cust. Supply Reqts. Mgt. (1)
Gerald E. Zeman, Struct. Des. (1)
Harold Trigoboff, Elect. Mach. Des. (1)
John B. McGloin, Prod., Prog. (1)
Richard C. Gach, Prog. Mgmt. F-14 (1)
Blair A. Reinard, Parts Paint (2)
David E. Crosby, Pride Line (2)
David J. Lamb, Prototype (2)
Joseph C. Dance, Wing Inner Panl. & Combo (2)
James F. Dandona, Matl. Offsite Supt. Cntl. (2)
Shirley D. Schiavetta, Prod. Rel. & Anal. (2)
Thomas A. Wickenhaver, Mfg. Prop. Mgt. (2)
Joseph F. Sanfratello, Mfg. Prop. Mgt. (2)
Walter E. Wuertele, Mfg. Est. Adv. Proj. (2)
Aldo L. Facini, Prod. Eng. (2)
Charles T. Farley, Prod. Eng. (2)
Robert E. Byrnes, M & ME Mgt. (2)
Winifred A. Furlong, Food Serv. (2)
Allen T. Rung, Tool Fab. Mgt. (2)
Cyrus F. Coons, Conv. Mach. (3)
Louis Punturo, Spotweld (3)
Ellen A. Swicicki, Det. Parts Fab. (3)
George A. Walter, Trans Ops. (3)
Anthony J. Romeo, ILS Prod., Supt. Mgt. (4)
Serge Neboshynski, ILS Elect. Pkg. (4)
Thomas H. Larsen, Airport Ops. (4)
Charles M. Beagan, Q.C. Mech. Insp. (4)
Terry Jeanette, Inst. Test. (5)

Gerard J. Brown, Inst. Test. (5)
Alexander R. McKeon, Supt. Equip. Prod. (5)
James D. Alverson, Supt. Equip. Prod. (5)
Jimmie Chin, Stab. & Cont./Fly Qual. (5)
William J. Fleischman, Corp. Inst. Sys. (5)
Michael M. Bartfield, Fld. Ops. Serv. (5)
Edward T. Brazill, Adv. Prog. (5)
William H. Byers, Marketing (5)
Richard J. Rozzi, Maint. (6)
Victor S. Rutkowski, A6/EA-6B Join./Str. (6)
Robert R. Breslin, A6/EA-6B Sys. Intl. (6)
William S. Milam, A6/EA-6B Fuel (6)
David W. Sheridan, A6/EA-6B Fuel (6)
Anthony Antongeorgi, EF-111 Struct. Mod. (6)
William J. Stocek, EF-111 Struct. Mod. (6)
Charles A. Kiesling, EF-111 Sys., Instl. & Test (6)
Lawrence E. Raynor, Paint, (6)
Vernon A. Cornell, Struct. Sub. (6)
John L. Slokovitz, Elect. Bench Assy. (6)
Vincent J. Miglino, Malt. Ops. (6)
William T. Collins, Jr., Mtl. Stor. & Dist. (6)
Robert R. Kalin, Estimating (6)
James L. Leahy, Methods Elect. Tech. Sys. (6)
Henry J. Nazar, Stockrooms (6)
Terry Vourakis, Auto Circuit. Anal. (6)
James J. Milligan, Mes. Stds. (6)
Joseph Caselles, Final Assy. Insp. (6)
Nicholas J. DiPierro, Prog. Coord. (6)
James J. McCormick, Jr., Resources (7)
Albert J. Vernol, Flt. Dev. Ops. (7)
Anthony Bossoreale, Flt. Dev. Ops. (7)
Charles D. Donges, Elect. Fab. (7)
Robert J. Hofer, Prod. Deputy & Statn Foreman (7)
William P. Snay, Prod. Deputy & Statn. Foreman (7)
James V. Adams, Res. & Admin. (7)
Charles W. Spencer, Flt. Ops. Insp. (7)
George E. Henderson, Rec./Shipping Insp. (8)
Edward R. Raulsome, Adv. Plann. (9)
Johm P. Iaizzo, Software Anal (9)
Helen M. Markowski, Proj. Plann. (9)
Gerald J. Ednie, Jr., Spec. (9)
Gerald Barber, Conf. Data. Mgt. (9)
Joseph J. Sikora, Jr., Subcont./Comm. Prod. (9)
Thomas J. McGrath, President, Aero-structures (9)
Vincent A. Martine, Q.C. Lab. (10)
William Wright, Q.C. Lab. (10)
Virgil Zirpolo, Jr., Maint. (12)
Anthony F. Chettuck, Maint. (12)
Warren G. Marx, Adv. Matl. & Proc. Dev. (12)

G.A. Morrison

H.J. Dunn, Jr.

William A. Wuertele, Meas. Std Lab. (12)
Philip R. Bruckner, Meas. Std. Lab. (12)
Julius Lesser, Meas. Std. Lab. (12)
Charles E. Weber, Meas. Std. Lab. (12)
Edward P. Holzman, Elect. Test (14)
Robert R. Godas, Elect. Test (14)
Alfred R. Carey, Sys. Des. (14)
Louis Visconti, Simulation (14)
Charles F. Wiechering, III., Repro Serv. (15)
Robert A. Rodda, Repro Serv. (15)
John Rappa, ILS Tech. Writing (15)
Charles E. Schnepf, ILS Tech. Writing (15)
William K. Koch, ILS Tech. Writing (15)
Norman W. Tetenman, ILS Tech. Writing (15)
Evelyn B. Doherty, ILS Prod. (15)
William Levinson, ILS Prod. (15)
Eugene T. Jackson, Warehouse (17)
Joseph C. Romuno, Trans. (20)
Alvin A. Kaplan, Mfg. Prog. Mgt. (25)
Arthur Battle, Jr., P.P.O. E-2 (25)
Howard F. Brady, ILS Prog. Mgt. (25)
Salvatore P. Bonora, ILS Site Rqmts. (25)
Donald E. Avondolio, ILS Site Rqmts. (25)
Fred W. Hartman, ILS Sys. Concepts (25)
George F. Rumph, ILS Oper. Supt. (25)
Vincent J. Sicari, Struct. Des. (25)
Arthur R. Schalk, Pwr. Gen. & Conv. (25)
Anthony C. Guma Jr., Prog. Eng. Mgr. (25)
Thomas F. Kantorcik, Nuclear & Astro (26)
Blanche E. Oakes, Inv. Plan. & Anal. (30)
Raymond E. Montano, Pricing & Anal. (30)
Raymond J. Cubells, Gen. Subcont. (30)
Thomas F. Meyer, Subcont. Surv. (30)
Charles V. Tadlock, Proj. Mgt. (30)
John K. Dahl, Act. Admin. (30)
James V. Cullen, Prog. Cont. (30)
Barbara A. Arp, ILS Sect. Serv. (35)
Albert A. DeGennaro, ILS Tech. Serv. (35)
Joseph H. Pruden Jr., Sys. Des. (35)
Lawrence R. Pangburn, Pwr. Gen. & Conv. (35)
Anthony Libasci, Std. (35)



Join the fun: support Recreation

Ahh, spring is in the air — and that means it's time for a whole new line-up of sports and recreation activities sponsored by Grumman Recreation. Whatever the season — from schussing the ski slopes of winter to fielding ground balls on a softball field in summer — Grummanites know where to turn for fun. In all, Grumman Recreation supports over 50 different clubs and intramural activities. And now is the time for Grummanites to show their appreciation and support.

Something for everyone

The annual Grumman Recreation membership drive — a tradition since 1942 — gets underway on Monday, April 1, and runs through Tuesday, April 30. Grummanites are reminded that your $1 membership fee will help Recreation continue to bring you a diverse variety of clubs catering to your favorite hobbies, bargain vacations for you and your whole family, and special tournaments to test your competitive skills.

Mike Cherry, drive chairman for 1985, points out that, "all proceeds from the annual drive are used for intramural and club activities exclusively. Varsity sports are supported by the company. What we try to do through Recreation is offer something for everyone, and we like to think that we come pretty close."

Indeed, Recreation offers quite a bit for your $1 contribution. Activities include the annual racquetball, tennis, billiards, bocce, and even frisbee tournaments — each open to all Grummanites. If your competitive nature is slightly less athletic, there are always the art and photo and assorted hobby shows as well as several Garden Forum exhibitions each year.

Recreation also offers a virtually endless list of clubs for enthusiasts of all kinds. If you're 'tuned-in' to the ham radio scene, then there's the Grumman amateur radio club. For the outdoorsman, there's the Family Campers and Rod & Gun clubs.

No matter what the size or shape of the ball involved, Recreation has it: softball, racquetball, volleyball, bocce, billiards, basketball, table tennis, tennis, and even roller hockey.

Want to move your feet? Then try the Grumman dance club, the aerobic club, the folk dancing club, the road runners club, or the roller skating club. Prefer exercising the gray matter? Then how about a game of bridge or chess? Or hooking up with the computer club?

Custom-made clubs

What's more, if there isn't already a club to suit your interests, Recreation will be glad to help you get one started. Grumman Recreation Director Charlie Fuschillo and his staff can provide you with all the information and assistance you need to find other Grummanites who share your interests.

In addition to all the clubs and intramural sports, your $1 membership also entitles you to take advantage of Recreation's vacation bargains from overnight ski trips in the Poconos to exotic weeks in the Orient. Closer to home, Recreation offers reduced-priced tickets to many of the Long Island area's sporting and cultural events. Many include round-trip transportation.

Well worth the $

What all this means is that Recreation offers a whole lot for your $1, so why not become a member this year and make the Grumman Recreation Association 1984 drive a 100 percent success. In addition to helping support the Recreation drive, your contribution will make you eligible for a chance to win a $100 U.S. Savings Bond or one of 50 sets of Grumman glasses in a special prize drawing to be held on Tuesday, May 8.

For further information on the drive or the contest, call the Recreation Office at Ext. 52133.

scorecard

Mets magic

The boys of summer are at it again. With names like Carter, Strawberry and Gooden, the 1985 Mets are ready to improve on last season's second place finish and make a run at the World Series.

Grumman Recreation has tickets available for several Friday night games at Shea Stadium this summer season. Tickets are $7.50 each and are available for games on Friday, June 21, against Montreal; Friday, July 19, versus Atlanta; and Friday, August 9 against arch-rival Chicago. All seats are in mezzanine sections 12-14. So get out your pennants and start cheering for the 'new' Mets!

Bus service to the games is available for $4.25 per person. Buses depart from the overflow parking field on South Oyster Bay Rd., Bethpage, promptly at 5:30 p.m. For further information, call Herb Mahoney in the Recreation office at Ext. 52133.

Varsity duffers

The snow is gone and the greens are beckoning. It's time once more to get out your knickers and irons for the Grumman varsity golf team tryouts.

If you have a handicap of 10 or less on a regulation golf course and are looking for a chance to get involved in some highly competitive and fun putting around, then this is your chance. To qualify for the 1985 tryouts, you must have an official handicap, on a regulation gold course, from a 1984 Grumman golf league or a country club.

The trials will begin on Monday, May 13, at Bethpage State Park. The first team cuts will be made after the second round of play on May 15. Those eight golfers with the lowest scores after the third competition on May 20 will comprise the 1985 Grumman varsity team. The varsity competes with area teams throughout Long Island and elsewhere in the Northeast. Interested duffers should fill out the registration form on this page and mail it to Mike Cherry, Recreation, mail stop A01-28A. For further information, call Cherry at ext. 52133.

Northwest bound

Considering a tour of the U.S. but you would also like to visit another country? Then Recreation may have just the trip for you: the Canadian — Northwest Tour. For two weeks in July, you can enjoy the breathtaking sights of America's Northwest states as well as a scenic tour of Canada.

Leaving Saturday, July 13, at 7 a.m. by motor coach, the trip is scheduled to return on the evening of Sunday, July 27. Included in the package is round-trip transportation and 15 nights accommodations at first-rate hotels and motels along the way.

Highlights include guided tours of the city of Calgary; Banff National Park; Lake Louise; Yoho National Park; Kootenay National Park; Glacier National Park; Radkj Hot Springs; Custer Battlefield National Monument; Mt. Rushmore National Memorial; the Badlands; the city of Chicago and Sears Tower.

The price tag on this Northwest excursion is $799 per person, double occupancy with triple occupancy at $649 per person and single occupancy at $1,359. A deposit check of $200 is necessary to hold reservations. Balance is due by June 1. Proof of U.S. citizenship is required on the trip.

For further information, call Ellen Drasser at the Recreation office, Ext. 52133.

Golf varsity trials
Registration form

Name..... Perm No.....

Mail station..... Ext.....

Club or league.....

Course.....

Handicap.....

Mail to Mike Cherry, A01-28A
Deadline: April 22, 1985

Star achievers. *Grummanites at GTS recently won big bucks for Brevard County, Florida, Junior Achievement. Above, the Central Brevard Team: Pat Robinette, Nancy Schmidt, Curt Schmidt, Team Captain Michelle Brown, and Claudia Miller.*

Team spirit. *Also striking it rich for Junior Achievement was the North Brevard Team: (front row) Fred Tomaini, Linda Lambert, Erleen Estes, Team Captain Doug Hankel, (back row) Mike Waldrop, Rusty Polzer, Reid Knight, Stephanie Burnette. Not pictured: Joe Smitelli.*

Bowling for $

Fourteen Grumman Technical Services employees collected a total of $4,228.15 for Junior Achievement in the recent annual Bowl-A-Thon.

The efforts of these Grummanites — who bowled in the North and Central competitions — helped the Brevard Chapter of JA collect over $51,989. It ranked as the third largest JA campaign nationwide.

Claudia Miller, GTS lead for OSF/Data Desks in the Launch Control complex, Department 433, raised over $881 to place second throughout Brevard County. She was presented with a 25-inch console color TV for her efforts. She also won a bowling ball and bag for collecting the most pledges in Merritt Island.

Candlelight bowling

If you're interested in elegant dining and equally elegant bowling, then come to the annual Grumman Candlelight Bowling Dinner. Recreation is sponsoring the event on Saturday, May 4, at 7 p.m. at the Plainview Bowl, on Old Bethpage Road in Plainview.

Participants are entitled to roll three games and enjoy a hot and cold buffet all for $7.50 per person. Deadline for making reservations is May 2. For reservations or information, call Herb Mahoney on Ext. 52133. Space is limited — so call for your reservations now!

Strauss skates to a bronze

Paul Strauss is one Grummanite who prefers the cold. In fact, he spends more than 12 hours each week on ice — figure skating. The 28-year-old Strauss, a Plant 12 Facilities carpenter, recently captured the biggest award in his ice skating career, winning a bronze medal in the New York State Empire Games, held in Lake Placid over the March 2-3 weekend.

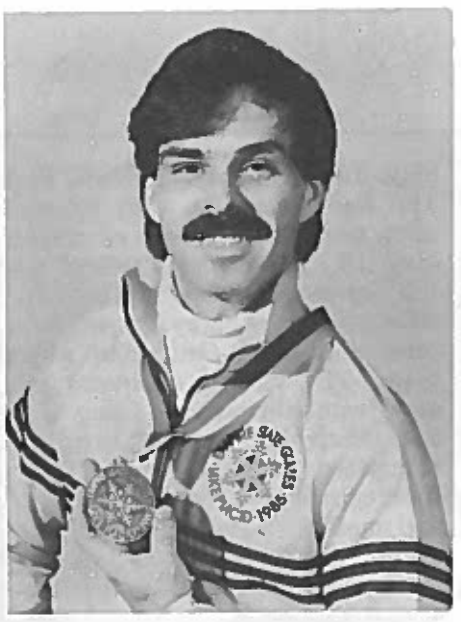
Intense competition

"I've been skating competitively on and off for years and this was a very exciting victory for me," says Strauss. "I skated in the Men's Intermediate Single Free Style category, where the competition is always intense. There were skaters there from all over New York."

Strauss competed as a member of the "Island Blades," a figure skating team from Flushing Meadows Arena, though he is normally a member of the skating team from Cantiague Park in Hicksville.

The event was sanctioned by the International Figure Skating Association (IFSA). The IFSA rules call for a two-and-a-half minute program including a combination spin, an axle jump, double jump, foot work and a split jump — all done to music selected by the skater. "It's still a free style event, so you can add your own interpretations and personality to the routine," Strauss explains.

"I skate purely for the fun and exercise. I'm not in it for the competitions or awards. Skating is a good way to stay in shape and competing once in a while keeps you sharp. Serious competitive figure skating requires a total commitment to practice time — something that just isn't possible if you're working full-time as I am," he notes.



Bronze blades. *Paul Strauss, a Plant 12 Facilities carpenter, recently brought home a bronze medal from the New York State Empire Games for his performance on the ice in men's free-style figure skating.*

Garden Forum sets 1985 Flower shows

Spring has sprung, and with it so has the announcement of 1985's Grumman Garden Forum Flower shows. Whether you have a green thumb just aching to participate or an eye for beauty, the Garden Forum welcomes everyone.

The shows are open to all Grumman employees, retirees, job shoppers, and NAVPRO personnel. Every year participants and spectators alike derive special pleasure in sharing the glow of life that colorful flowers and healthy green plants bring.

Open to all

Please note that the Spring show, scheduled for Wednesday, May 8, will be held in the Plant 5 cafeteria. This does not mean that it is only open to Plant 5 personnel; it is open to everyone, so long as you meet the show requirements and get your entries in on time.

The 1985 Garden Forum Show schedule is as follows:

Spring Show — May 8, Pl. 5 cafeteria.
Rose Show — June 12, Pl. 30 cafeteria.
Summer Show — July 17, Pl. 1 cafeteria.
Great River Show — August 21, Pl. 43 cafeteria.
Fall Show — September 18, G.H.Q. Atrium.

For further information call Barbara Lorelli, director Grumman Garden Forum, Ext. 53767.

Tomcat b-ballers take Glen Cove Open title

For only the second time in its history, the Grumman varsity basketball team won both the league and the playoffs by capturing the championship in the Glen Cove Open league. The Tomcats compiled an unprecedented 16 and 0 record and romped over the Oldtimers team 106 to 88 in the championship game.

"We started out strong this year, with added height and strength in the lineup. As our level of play improved with each game, our confidence just seemed to grow and grow," asserts Ron Knight, Tomcat general manager.

Against the Oldtimers, the Tomcats were never really challenged. They relied on their speed and strong rebounding to control the game from the start. Leading the squad in scoring was Fred Turner who totalled 23 points, four steals, and an astounding 18 assists.

Paul Blinn contributed his usual strong game on the boards, pulling down 11 rebounds while scoring 14 points, dishing off four assists and blocking three shots. Kent Miller helped out with nine rebounds and 12 points, while Mike Kennedy added six points and three assists.

Columbus Poole scored 14 points and blocked two shots while making five big steals. Sixth man Terry Mitchell came off the bench to score 12 points and grab four rebounds while Howard Davis added five points and four rebounds; Rich Picinica, four assists and two steals; and Dave Follins with two points and two rebounds rounded out the scoring.

GRUMMAN
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